Captain Barr Declares That the Reliance Is Certain to Keep

Trophy Here.

"OF COURSE WE SHALL WIN"

Great Racers Are Taken Down the Bay and Are Ready for the Starting Gun This Morning.

fowance-that handicap of one minute and fifty-seven seconds which the defender must carry. On the other hand, is the defender's greater show of sail-1,832 square feet of canvas more than the challenger

Some believe that the defender's broader and loftier rig will offset the handicap of time allowance, and some others believe

it will not. But all unite in the faith that it will be one of the finest battles ever fought for the trophy. And the out-look is that there will be more there to see it than ever went down to the cup course before. A glance at the advertising columns will show the vast fleet of excursion craft which will carry excursionists to the scene-an armada on which will go afloat more interested onlookers than is the population of a small sized city. There will be, besides, the usual brave array of yachts and a cordon of revenue cutters to keep the course clear. Besides the intense interest which always centres about a contest for this famous rophy there are some side issues which this one is expected to settle-one of these involving model and structure of racing yachts in general. There is no wide disparity between these two, except that one has been developed along the deep hulled British idea while the other has been constructed on the more shallow lines described as typically American.

Sir Thomas Lipton has frankly said that his new challenger represents the very best that Great Britain can turn out of this type of vessel, and that if beaten this time he can cherish no hope of ever win-ning with a racer of the cutter type. No one knows what Mr. Herreshoff has in reserve, but there are many who suspect that he has not yet gone his limit, and that if perchance the present defender meets defeat he may turn out a model that will be able to bring back the cup.

Two of the finest sea jockeys that can be had will be at the tillers when the two hampions meet. Captain "Charlie" Barr, whose ability as a sailing master was rated so high by Mr. Herreshoff that his employment as such was made a condition by the designer before the Reliance was pullt, will be at the helm of the defender The challenger will be commanded by Cap tain Robert Wringe, reputed to be one of the best salling masters in Great Britain.

BOTH YACHTS PUT of the Shamrock III. Designer Fife is thoroughly satisfied with the tuning up that the tuning up

The Reliance Practises Tacking and the Challenger Tries Her

For the first time the challenger and de- rock I., Sir Thomas said:-For the first time the challenger and defender yesterday sailed in company off Sandy Hook, when both boats were taken out for final trial spins. Except when passing, going in opposite directions, the two yachts were never nearer than three miles to each other, so that there was no ways done the best we could, and I have opportunity to compare them, although always wanted to see her do her best."

Sir Thomas added jokingly:—"The Shamheeled a little more and seemed to carry rock III. will win the first race by either six or seven minutes, I'm not quite certain The Reliance was first to get away from which, and the second race by four min-

her moorings within the Herseshoe, and utes and a half. You'll have to ask me onssed out by the point of the Hook at about the third race later." en o'clock in the morning. There was a Sir Thomas was in doubt whether to sall

Both the yachts returned to their moorings at Sandy Hook after having been absent an hour and a quarter, the Relianace reaching hers about fifteen minutes in advance of the Shamrock. For the remainder of the day both boats swung to their moorings while their crews overhauled their sails and got everything in readiness for the race.

During the afternoon and evening the steam yachts gathered in the Horseshoot to follow the racers when they leave for the starting line, and late last night there was a good sized fleet at anchor there. Sir Thomas Lipton's steam yacht, the Erin, came up the harbor in the afternoon to receive the Earl and Countess of Shaftesbury and other of Sir Thomas Lipton's guests from the Oceanic, after which she returned to Sandy Hook with Sir Thomas and the party on board and lay there during the night.

C. Oliver Iselin, the menaging member of the Reliance, syndicate, and his advisers passed the night on board the Reliance tender Sunbeam at anchor near the Reliance.

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Conditions of Race and Signals That Will Indicate Its Progress

THE START.-Will be made from Sandy Hook Lightship at as near 11 A. M. as will be practicable, the preparatory signal being given fifteen minutes in advance, but always with the understanding that should the direction of the wind prevent laying the course from the lightship the starting line will be shifted to the nearest available point, and that in this case the preparatory signal will be given about half an hour later than the WHITE FIELD BLUE CENTRE time set for starting from the lightship.

THE COURSES .- No. 1. Letter S .- From the starting line to and around a mark fifteen miles to windward, or leeward, and return, leaving the mark on the starboard hand.

No. 2. Letter T .- From the starting line, ten miles to and around a mark; ten miles to and around a second mark, and ten miles to the finish line, leaving the marks on the outside of the triangle to port or starboard, according as the vessels are sent around.

Starting and Finish Lines.-Will be between a point on the committee boat indicated by a white flag and the mainmest of the lightship, or other stakeboat if the start is shifted from the lightship. These lines will be at right angles with the outward and home courses, respectively. Compass courses (magnetic) will be set before the preparatory signal is given. The signal for course No. 2 must be read beginning forward.

THE MARKS.—Will be white floats carrying a red ball with horizontal white stripe showing letters N.Y.Y.C. in blue, and sumounted by a flash cone. The position of each mark will be indicated by a two masted vessel lying about a hundred yards beyond, and swinging a red ball from the triatic stay. Should a mark be wrecked, its place will be taken by Its marking vessel, which will display a red flag with diagonal white stripe in addition to the other indications, and in turning the vessel the directions for the mark will govern.

STARTING SIGNALS.-Preparatory.-A gun will be fired, the club signal lowered and a "blue peter" cone hoisted. Warning.-Ten minutes later, a second gun will be fired and a red ball

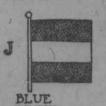
The Start.-Five minutes later, a third gun will be fired, the "blue peter" cone lowered and a second red ball hoisted,

Handicap Time.-Two minutes later, a fourth gun will be fired and both balls will drop. Should a signal gun miss fire, a prolonged blast of the whistle will be given. At the finish a short blast will be given as each vessel

Fog.-The committee boat and the marking vessels, when not under way will "at intervals of not more than one minute ring the bell rapidly for about five seconds," and at intervals of two minutes will sound five short CONDITIONS OF RACE.-Best three out of five races, each thirty nautical miles in length, over ocean courses outside of headlands, and with a time limit of five and one-half hours; the first, third and fifth races being fifteen miles to windward, or to leeward, and return, and the second and fourth around a triangle ten miles to a leg. In every case the outward course shall be laid to windward, if possible, from Sandy Hook Lightship. The races shall be sailed on Thursdays, Saturdays and Tuesdays, commencing on Thursday, August 20. An unfinished race of one kind shall be repeated until decided. The starting line shall be established and the compass course signalled as early as practicable, and the vessel laying the course shall be started ten minutes prior to the preparatory signal. In case a serious accident occurs to either vessel prior to the preparatory signal, she shall have such lime, not exceeding in any event four weeks, as the respective committees of the New York Yacht Club and the Royal Ulster Yacht Club shall determine to be reasonable to effect repairs before being required to start; or, if such accident occurred during a race, before being required to start in the next race; but no such allowance of time to repair shall permit of any race being sailed after October 31, 1963. If either vessel be disqualified in any race, such race shall be awarded to the other vessel, whether she shall complete the course within the time limit or not. If through the fault of either vessel the other be totally destroyed or so injured as to be incapable of repair, and the latter shall be free from fault, the match shall be awarded to her. If in the opinion of the Regatta Committee the weather shall at the time appointed for the start of any race be or threaten to be of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two vessels, the race may be postponed in the discretion of the Regatta Committee, unless either contestant shall insist upon its being started. Each vessel shall stand by the consequences of any accident happening to her after the preparatory signal, and, upon the occurrence of any such accidents disabling either vessel the other shall sall out the race. The committee may postpone the start in case of accident, as stated; if the course cannot be laid from the lightship; if in their opinion the space around the starting line is not sufficiently clear; in case of fog; and if both vessels agree to a postponement, in which case the committee shall determine the time of the start. But no race shall be started after one P. M .- From the Mutual Agreement.

The committee boat Navigator will display the committee flag, and at the finish she will also show a red ball. The courses will be laid by the John S. Scully. The Coastwise will be the guide vessel, and in running the courses she will show two red balls hung horizontally, on the fore. The Unique will serve as an emergency vessel, and, should the start be shifted from the lightship she will serve as a stake boat, and, like the

committee boat, will show a red ball.





SOCIETY IS READY WITH STEAM YACHTS

Sir Thomas Is Confident as of Yore

and Believes He Can "Lift

the Cup."

BETTING MEN TAKE A REEP

New Allowance Believed to Have Influenced

Those Who Have Money to

Put in Wagers.

Music, meals and accommodations excellent and ample.

rom pier 1 North River, at a quarter nine o clock each race day, will sail City of Key West, and the iron steam-Angler will suspend her usual trips the Fishing Banks and leave the pier tof East Twenty-second street at eight ock on the mornings the yachts are to e.

Brilliant Parties Will View the Great Race from Their Splendid

Vessels.

When the starting gun shall tell this morning of the start of the race for the due ribbon of the seas within hearing of its detonation will be the flower of Ame

hose who wish to see the Reliance and he than a dozen steamships, provided with a severy facility to make the trip pleasant were and interesting, will leave the various blers of the North and East Rivers each morning that the yachts are to race. The number of passengers on each is to be limited, so as to prevent crowding.

The Sound steamer Shinnecock, which is capable of a speed of twenty knots an hour, will leave foot of Wail street each race day at nine o'clock. The equipment for the races is complete.

The ocean going steamship Manhattan, with the Maine Steamship Company, sails from pier 32 East River at nine o'clock on the mornings of the 20th, 12h and 15th. The Providence line's steel steamer Plymouth will leave pier 18 North River, Rob han a dozen steamships, provided with





than ever, and my confidence is shared by

every man on the fiset and other admirers

that Shamrock III. has received and Cap-

all her speed in her trials with the Sham-





BLUE FIELD WHITE CENTRE





said:-"I am more confident of winning Sir Thomas Is Confident --- "We'll Win" Says Barr

tain Wringe is confident." In reply to a question whether or not there was any basis for suspicion that the challenger had not been permitted to show [SPECIAL DESPATCH TO THE HERALD.]

ATLANTIC HIGHLANDS, N. J., Wednesday.—Sir Thomas Lip ton came down on the Erin from meeting friends on the incoming Oceanic. He said late this evening:-

"I feel more sure of beating them than I did last night Oh, did you know our time allowance is 1:57? Well, I believe we will win without the necessity of time allowance. In fact, I feel confident that to-morrow the Shamrock III. will where," mark the first step toward lifting the cup."

Sir Thomas said he had received cablegrams of hope that did not return from his home at New Rochelle until after he would 'lift the cup' from Admiral Lord Charles Beresford midnight, there was no one who would express an opinion and the vice admiral and commanding officers of the Chan-When pressed one of the party said:nel sqadron at Lagos; from the Natal Yacht Club, at Durban; from the Royal Yacht Squadron in New Zealand and to-morrow. It is not the usual thing to talk upon uncerfrom the Yacht Racing Association of Europe.

[SPECIAL DESPATCH TO THE HERALD.]
ATLANTIC HIGHLANDS, N. J., Wednesday.—"Nat" Herre-

shoff said enthusiastically to-night:-"We have nere the best boat ever anchored inside of the Horseshoe to defend the holding of the America's Cup. I feel confident of her performance to-morrow. Captain "Charlie" Barr said:-"Win? Of course we will

win. Why, you can't find any Shamrock money around any-

On board the Sunbeam, in the absence of Mr. Iselin, who

"You surely cannot expect us to speculate on the result

between the first reach lates?

If the morning, There was a state of the morning was a state of the morning of

Wall Street Men, However, Do Not

Wall Street Men, However, Do Not Appear to Like New Time

Allowance.

Allowance.

On the eye of the yacht race betting men in Wall street and elsewhere took a de
Newton Bennington, a well known broker

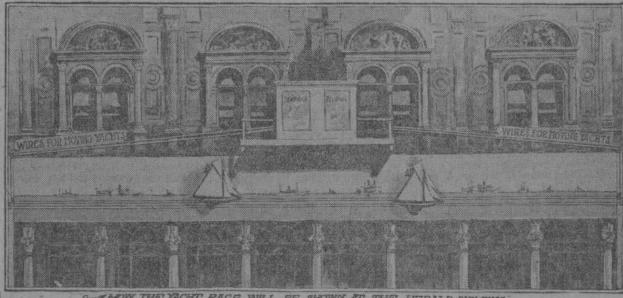
Allowance.

Captain Wriage says the Shamrock I. is faster than the Shamrock II. is say the majority of the Liptonians in loud chorus. The challenger's fellowers reason out victory from the above, and, worst of all, they one millionnaire yachtsman on Orienta long to \$1,500 to \$1,000 that the Helinance would win every race.

Newton Bennington, a well known broker

Captain Wriage says the Shamrock I. is faster than the Shamrock II. is say the majority of the Liptonians in loud chorus. The challenger's fellowers reason out victory from the above, and, worst of all, they one millionnaire yachtsman on Orienta leave the grand old Columbia out of all sizings up. In this they are all wrong, for he who thinks the Columbia does not those who wish to see the Reliance and here from the Shamrock II. is say the Sh

Telegram to Reproduce Yacht Races in Herald Square



THOW THE YACHT RACE WILL BE SHOWN AT THE HERALD BUILDING.

While the Reliance and the Shamrock vas of the scene off the Hook, and a clever Shamrock III, will show a white body with III. are fighting for supremacy off Sandy mechanical device will move the models Hook persons who are unable to witness along parallel wires, so as to duplicate the S Evening Telegram has arranged to repro-every moment of the time between the The Telegram's course is on the Broad-way side of the Herald Building. Its background is a faithful pertrayal on can-with broase under dy, while that of the in 15th stree

Glossary of Yachting Terms

Close hauled, on the wind, by the wind and full and bye mean sailing as nearly as possible to the direction from which the wind is blowing. Close reach means that the wind strikes the vessel forward of beam. Beam means the width of the vessel, or an imaginary line at right angles to ita

Broad reach means that the wind strikes the vessel aft the beam. "Aft" is

in the direction of the stern of the vessel. Down the wind, running and going free mean that the wind strikes the vessel directly over the stern. The stern is the after part of the vessel. Starboard-The side of a vessel to the right when facing the bow, The

bow is the forward part of a vessel on either side.

Port-The side of a vessel to the left when facing the bow. A vessel is on the port tack when the wind strikes her from the port side. Windward—The direction from which the wind blows. Leeward-The direction toward which the wind is blowing.

A vessel is close hauled when going to windward.

A vessel is sailing down the wind when going to icoward.

A vessel close hauled has the right of way over a vessel which is sailing When both are close hauled the vessel with the wind on the starboard side has the right of way.

The Reliance will allow the Shamrock Hil. 1m. 57s, over the course.

The Regatta Committee's steamer Navigator will leave the foot of Twenty-fourth street, East River (Recreation pler), at half-past eight o'clock.

The N.Y.Y.C.'s steamer Monmouth will leave the foot of Rector street, North River (Central Railroad of New Jersey pier), at a quarter-past nine e'clock, and will land at the same point upon her return. The Atlantic Y.C.'s steamer Taurus will leave pler No. 1 North River, at nine o'clock, stopping at the club house, Sea Gate, and returning will, in addition to the above, land at the Crescent Athletic Club's dock, Bay Ridge.

Programme of To-Day's Race

The Seawanhaka-Corinthian Y.C.'s steamer Gay Head will leave pier No. 50 North River (Wilson line), foot of West Twelfth and Bethune streets, at The race to-day will be of thirty nautical miles, fifteen miles to windward, or leeward, and return. Thirty nautical miles are equal to 34.55 statute miles. The start will be made from Sandy Hook Lightship at as near eleven

o'clock as will be practicable, the preparatory signal being given fifteen min-The compass courses will be set before the preparatory signal is given Robert Bacon will sail on the Shamrock III., as the representative of the New York Yacht Club, and Mr. H. M. McGlidowny will sail on the Reliance as the representative of the Royal Ulster Yacht Club.